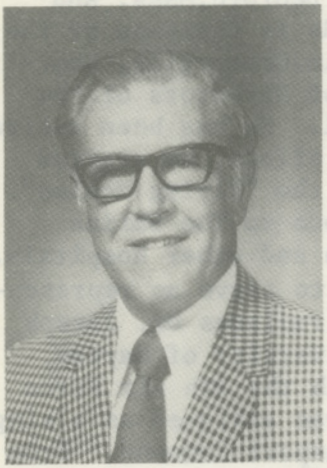
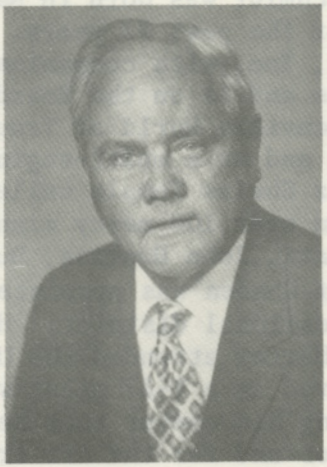
SOUTH CAROLINA AVIATION NEWSLETTER

SOUTH CAROLINA AERONAUTICS COMMISSION, Box 1769, Columbia, South Carolina 29202

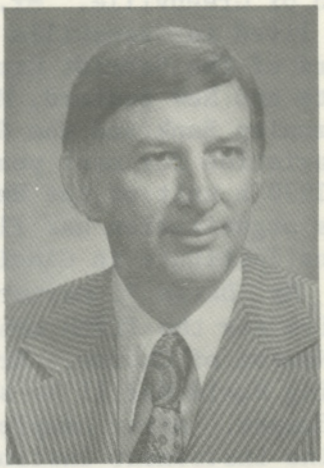
GOVERNOR WEST APPOINTS NEW COMMISSIONERS



WILSON BUIE, JR.



W. A. COWARD



RALPH F. SCHMIDT

On October 23, Governor John C. West appointed four new members to the South Carolina Aeronautics Commission.

Mr. Wilson Buie, Jr., of Kingstree was appointed as member representing the sixth congressional district. Mr. Buie replaces Lewis B. Hyman of Dillon. Mr. Buie is a graduate of the Citadel. Mr. Buie served in the Army Air Corps during World War II as a Squadron Commander in B-25's and in the European Theatre as a B-24 Group Commander. He received 10 combat decorations and awards for his service during World War II. He also served as Civilian Technical

Air Advisor to the Ambassador of Syria from 1946 to 1948. Since 1948 he has owned and operated the Kingstree Hardware Company. He has a commercial pilots license, single and multi-engine land, and has over 6000 hours of flying time.

Mr. W.A. Coward of Aiken, replaces L.F. Hembel as representative of the third congressional district Mr. Coward received his degree from Clemson College and entered the Air Corps in 1941. He flew 79 combat missions in P-40 aircraft in North Africa and Itlay. He was shot down over the Anzio Beach Head. Mr. Coward received two purple hearts and six air medals during his service in World War II. He is presently manager and Director of the Aiken Training Track and a partner in the Coward-Corley Seed Co. in Aiken.

Mr. Ralph F. Schmidt of Greenville, was appointed as representative of the fourth congressional district. He succeeds V.D. Ramseur, Jr. also of Greenville. Mr. Schmidt was born in New Bedford,Mass., and has lived in Greenville for the past 23 years. He is Chairman of the Board of the Schmidt Group, Inc.,with companies in Greenville, Charlotte and New Bedford, Mass and is on the Board of Directors of the Community Bank and the Greenville World of Travel. He has been active in aviation for many years and as a multi-engine pilots, he started in 1970 a unit of the Hejaz Shrine Temple called the "Flying Nobles". This organization has flown over 100 mercy missions to The Shrine Burns Institute in Cincinnati, John Hopkins, Duke and other hospitals.

Mr. David F. Harter of Camden was appointed to serve as representative for the fifth congressional district. He replaces Dr. Joseph K. Newsom of Cheraw. Mr. Harter attended the University of Dayton. During World War II he served as a B-17 pilot with the 8th Air Force in Eurpoe. After completing his combat tour he was assigned as a single engine instrument instructor and for the Air Transport Command. From 1945 until 1973 he operated the Harter Chevrolet-Buick Co. in Camden and is President of the Camden Concrete Co. Mr. Harter is also Director of the Energy Management Office for the state of South Carolina. Mr. Harter is very active in aviation and has owned numerous aircraft including a Howard-DGA, an Aztec, and a Republic SEABEE.

The new commissioners attended their first meeting on November 18. These gentlemen expressed a vital interest in aviation in the State and are anxious to serve their districts. We hope that everyone will make it a point to get to know the representative from his district.

Other Commissioners are E. McLeod Singletary of Columbia, Chairman, Joe Wilder of Barnwell, Vice Chairman, member at large, and Richard J. Schriver of Beaufort, representing the first congressional district. Mr. Singletary represents the second congressional district.

DEADLINE FOR AWARDS NOMINATIONS

December 31, 1973 is the deadline for nominations for both Flight Instructor of the Year and Aviation Mechanic of the Year. Anyone having knowledge of the performance of general aviation mechanics or flight instructors may submit a recommendation for these awards. Forms are available at the F.A.A. General Aviation District Office at the Columbia Metropolitan Airport.

A.C. Oxner of Whitmire received the Mechanic of the Year Award for 1972 and Gordon Hall of Charleston was chosen as Flight Instructor of the Year. If you know someone worthy of these awards please submit their names right away.

BREAKFAST CLUB NEWS

On November 11, 45 aircraft flew into Camden at President Hawkins home base. 100 people were in attendance at the breakfast. On November 25, most of the members missed a free breakfast courtesy of Midlands Aviation at Owens Field. This was due to the bad weather throughout the state. One pilot, who shall be nameless, arrived by air. Approximately 25 people from the local area drove into the meeting.

The only meeting in December will be on the 9th at Camden. At this meeting a slide presentation of the past years activities will be shown. No meetings have been scheduled for January as of this date.

FLIGHT TRAINING CLINIC

For the 11th consecutive year Tilford Flying Service, Palm Beach International Airport, West Palm Beach, Florida and the AOPA Air Safety Foundation will sponsor a mid winter Flight Training Clinic. This provides pilots with an excellent opportunity to combine a Florida vacation with flight training. This years program will include three flight courses, the Pinch Hitter, the Instrument Procedures course, and the Instrument Flight Refresher course. The Instrument Flight/Instrument Flight Instructor written exam course will also be presented at this time. The ground school and these courses begin on Friday, January the 18th at the Ramada Inn in West Palm Beach. The courses will be completed on Sunday, January the 20th. For further information contact, Richard F. Busch, Director, Flight Training Operation, (301) 654-0500, Ext. 235.

COLD WEATHER OPERATION OF AIRCRAFT

The Columbia General Aviation District Office, in its continued effort to keep its Air Taxi Operators and pilots informed, offers the following information for reference and guidance.

The winter season is generally one in which poor weather conditions prevail. Among the conditions which can adversely affect flight operations are fast moving widespread weather changes, strong and gusty surface winds, drifting snow, icing conditions which affect both aircraft and runways, and limited visibility. All of these require particular attention and careful planning by both pilots and ground personnel to minimize their affect when they are encountered.

Guidelines and background information concerning cold weather operation are contained in the following Advisory Circulars:

1. AC No. 91-13A - Cold Weather Operations of Aircraft.
2. AC No. 150/5380-4 - Ramp Operations During Periods of Snow and Ice Accumulation.
3. AC No. 91-6 - Water, Slush- and Snow on the Runway.
4. AC No. 91-24 - Aircraft Hydroplaning or Aquaplaning on Wet Runways.
5. AC No. 20-32A - Carbon Monoxide (C_o) Contamination in Aircraft- Detection and Prevention.
6. AC No. 20-43B - Aircraft Fuel Control.

Additional winter operating suggestions listed below may be useful in your training program and flight planning.

1. Check cabin air heating system and exhaust system for leaks. Carbon monoxide is colorless, odorless, and tasteless, so a check-up is necessary.
2. Remove all snow, ice, and frost from the aircraft prior to takeoff.
3. When operating from surfaces covered with mud, snow, and slush, --it is wise to remove wheel fairing from fixed-gear aircraft during winter months. Allow wheels to turn a while on retractable geared aircraft, before retracting. This will remove some of the slush and water.
4. Be alert for poor braking action when operating from a snow or ice covered airport. Be extremely careful while taxiing.
5. Use power on a letdown from altitude during cold weather. If the engine is permitted to cool abnormally during letdown, the chances of a power failure when adding power for a level off or a go-around are considerable greater.
6. Navigation and landing lights should be in working order. Winter days are short and pilots not checked out for night operations or who are flying aircraft not equipped with lights, should plan flights so as not to be aloft after dark.

7. Carry some emergency clothing and equipment. As a minimum, carry a topcoat, galoshes, gloves, flashlight, and plenty of matches. Consider the possibility of spending the night in the open.

On our future surveillance and inspection visits to your facility, we will review your recurrent and refresher training on cold weather operations. Particular emphasis will be placed on the availability of training materials; the captain's knowledge of these materials; the conduct of each crewman in his assigned duties; and the proper operation of equipment.

Crew members, ground support personnel, and operators who are knowledgeable on the content of the above named Advisory Circulars should experience little or no difficulty in the forthcoming cold weather conditions.

FAA ORDERS 101 INSTRUMENT LANDING SYSTEMS

Secretary of Transportation Claude S. Brinegar announced today that the FAA has awarded an $11,509,975 contract to Wilcox Electric, Inc., of Kansas City, Mo., for 101 instrument landing systems for installation at airports around the country. The contract price includes site preparation and installation costs for 54 of the units.

Secretary Brinegar said the Wilcox order represents the largest single buy of ILS equipment ever made by FAA and will greatly increase the number of instrument runways at U.S. airports. FAA presently has 447 full and partial ILS units in service at 376 airports.

FAA Administrator Butterfield noted the very rapid growth in instrument runways since passage of the Nixon Administration's Airport and Airway Development Act of 1970 which nearly tripled funding for air traffic control/air navigation equipment. Since January 1, 1970, the number of ILS units has increased from 289 to the present 447, a 55 percent gain.

Deliveries of the 101 ILS systems ordered from Wilcox are scheduled to begin in 16 months and be completed in three years. Names of airports receiving this equipment will be announded later on an individual basis.

Of the 101 Wilcox ILS units, 84 are complete systems with the remaining 17 being partial systems. The full systems include localizers, which provide horizontal guidance to the instrument runway, and a glide slope signal, which provides vertical guidance, or angle of descent. It also includes two marker beacons, which are spaced along the approach path to tell the pilot the distance to the runway. The partial systems include either a localizer or a glide slope and one marker beacon.

FAA CAUTIONS PILOTS ON USING AUTOMOTIVE GASOLINE IN AIRCRAFT

Owners and pilots of small airplanes were cautioned today by the Federal Aviation Administration of the Department of Transportation against using automotive gasoline in an effort to circumvent any spot shortages of aviation fuel that might develop in the future.

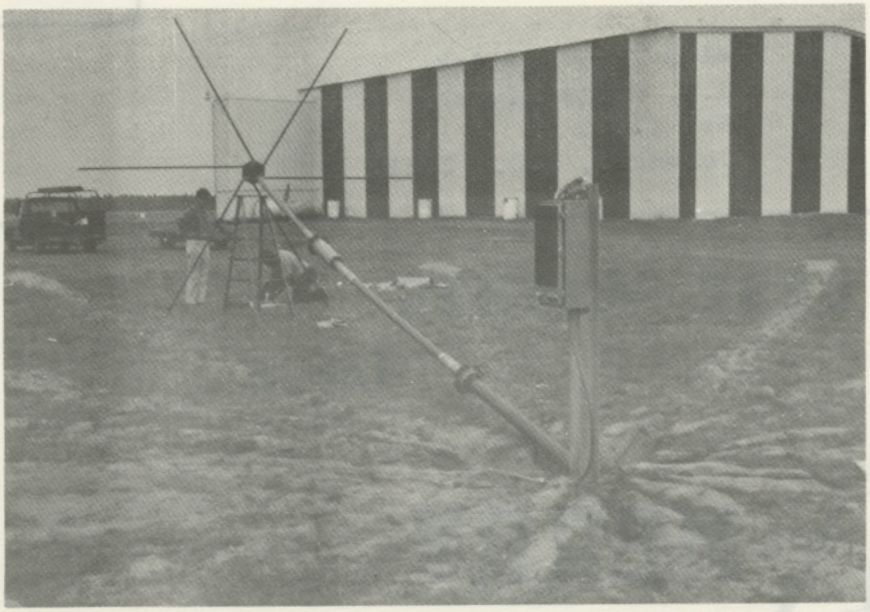
"The simple fact is that aircraft engines were not designed for the use of automotive gasoline and anyone who ignores this fact is headed for trouble." FAA Administrator Alexander P. Butterfield said. "Using automotive fuel in aircraft not only will damage the engine but could cause an accident as well."

Buttrefield said he does not expect any general shortage of aviation gasoline (avgas) although spot shortages could develop which might tempt a pilot to use automotive gasoline or a lower grade of avgas than that recommended by the engine manufacturer. "Both temptations should be vigorously resisted," he added.

To alert pilots to these problems, FAA has published a leaflet entitled "Danger-Automotive Gasoline at Work" in connection with its General Aviation Accident Prevention Program. The leaflet cites the following reasons for not using automotive gasoline as a substitute for avgas:

* Automotive gasoline has a much higher vapor pressure. In high temperatures and/or altitude, it may form bubbles in the fuel lines, preventing fuel flow. In simple terms this means vapor lock and engine failure.
* The octane numbers advertised for automotive fuels are not valid for rating as aviation fuels. Consequently, automotive gasoline could cause pre-ignition and detonation if used in aircraft.
* The anti-knock additives are chemically different from those designed for aviation and can cause corrosion and valve failure. At the same time, lead-free fuels are still not approved for aircraft engines because they lack, among other things, valve seat lubricating qualities. Automotive fuels also may form gum deposits because they are chemically less stable.
* Automotive gasoline has a lesser storage stability. Most aircraft are not operated as regularly as automobiles. Automotive fuel left in tanks for some time may suffer loss of octane rating and develop gum after evaporation.

RADIO AIDS TO NAVIGATION



BEACON IS INSTALLED AT BENNETTSVILLE

To date the Aeronautics Commission has received FCC licenses for eight of the eleven non-directional radio beacons which are being installed throughout the State. Two of the stations, Newberry and Bennettsville are already on the air. The frequency for the Newberry beacon is 278 kHz and the identifier is EDE. The Bennettsville station is 230 kHz and the identifier is BES. Licenses have been received for the following stations and we hope that they will be in operation by January of 1974.

STATIONS	IDENTIFIERS	FREQUENCY
PICKENS	LQK	408
LAURENS	LUX	307
JOHNS ISLAND	JZI	283
DILLON	DLC	274
LANCASTER	LKR	400
CHERAW	CQW	409

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BEST WISHES

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MERRY CHRISTMAS

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SAFE '74